

2002
NASDA's Farm Policy Initiative

Working Document

on

TRANSPORTATION

NASDA Mid-Year Meeting
March 3-6, 2000

U.S. Agriculture Profile	Opportunities	Constraints	Tools to Succeed (Policies/Options)
TRANSPORTATION			
<p><i>Safeguarding Plants and Animals</i></p> <p>Committee(s) Assigned:</p> <p><i>Animal & Plant Industries Committee</i></p> <p>Issues:</p> <p><i>Cost Effective & Efficient Transportation of Plants and Animals</i></p> <p><i>Concentration</i></p> <p><i>Energy Tax</i></p>	<p>Lower product costs to consumer.</p> <p>Choice in transportation carrier and mode.</p> <p>Lower product costs by reducing shipping costs</p>	<p>Deteriorating Infrastructure.</p> <p>Differing international transportation standards.</p> <p>Increasing energy tax.</p> <p>Labor concerns and concentration among suppliers.</p> <p>Breaching of dams that are used for transport of agricultural commodities</p>	<ul style="list-style-type: none"> • Action by Department of Justice on Anti-trust • Closer Review of Rail Mergers • Harmonization of Standards • Tax breaks (diesel fuel) • Weight loads for trucks on highways • Stop dam breaches on rivers where agricultural commodities are transported • Study costs of shifting fro trucking to rail • High speed rail • Expansion of Trade Opportunities (6.2) <p>10.1 INTRODUCTION</p> <p>Labor management problems, transportation inadequacies, and the increasing concentration among suppliers can have adverse effects on the agriculture industry. NASDA believes in maintaining fairness and equity within the agriculture community through the development of a strong agriculture infrastructure.</p> <p>6.2 Expansion of Trade Opportunities</p> <p><i>Efficiency of Highway Trade Corridors and Border Crossings</i> — Producers and shippers of agricultural and agri-food products rely heavily on the transportation system to move their foods to market destinations in an efficient and cost-effective manner. Increasingly, agricultural products are being transported by truck, particularly as value-added processing becomes more popular. Highway corridors and international border crossings should be seamless so as to ensure the lowest transportation costs for continental trade in agricultural products and to enhance the competitiveness of North American exports to world markets. Differences in trucking standards between the three NAFTA countries have created inefficiencies and increased transportation costs borne by producers and shippers.</p> <p>NASDA supports the implementation of the trucking provisions contained in NAFTA and the elimination of transportation system barriers. Consideration should be given to harmonizing</p>

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			<p>trucking standards among the three countries, streamlining the obtainment of interstate and international trucking permits, and establishing one-stop, joint vehicle inspection facilities.</p> <p>*increase funding for infrastructure improvements</p>
<p>Cargo Preference Policy</p> <p>Committee(s) Assigned:</p> <p><i>Marketing & International Trade Committee</i></p> <p>Issues:</p> <p><i>Jones Act</i></p>		<p>Increased shipping costs for U.S. producers.</p> <p>Lower shipping costs for U.S. competition.</p>	<ul style="list-style-type: none"> Reform of Jones Act <p>6.2 Expansion of Trade Opportunities</p> <p>Cargo Preference Laws/Jones Act — The Cargo Preference Laws require up to 75 percent of U.S. concessional food aid shipments be shipped on U.S. flag vessels. Since freight charges on U.S. flag vessels are generally higher than those on non-U.S. flag vessels, the cargo preference requirements increase the cost of shipping food aid and reduce the quantity of food aid that can be made available to needy countries.</p> <p>The Jones Act requires all goods carried from one point in the United States to another to be carried on vessels built and repaired in the United States, owned by U.S. citizens, manned by U.S. citizen crews, and registered in the United States.</p> <p>These laws create a competitive disadvantage for American agriculture, as compared to our foreign counterparts. NASDA supports repeal of the Cargo Preference Laws and the Jones Act.</p>
<p>Cold Chain/ Safe Foods</p> <p>Committee(s) Assigned:</p> <p><i>Food Regulation and Nutrition Committee</i></p> <p>Issues:</p> <p><i>New Technologies</i></p>	<p>Marketing strategy for safe foods</p>	<p>Increased costs</p>	<ul style="list-style-type: none"> New technologies measuring cold chain maintenance.
<p>Infrastructure</p> <p>Committee(s) Assigned:</p>	<p>Improved and reliable transportation system.</p>	<p>Deteriorating infrastructure will lead to expensive overhaul of rail system.</p>	<ul style="list-style-type: none"> Government improvement of transportation infrastructure through increased funding No specific nasda policy on infrastructure other than lock and dam maintenance

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<p><i>Rural Development & Financial Security Committee</i></p> <p>Issues:</p> <p><i>Deteriorating transportation infrastructure</i></p>			<p>10.3 AGRICULTURAL TRANSPORTATION</p> <p><i>River Transportation</i>—NASDA supports efforts to fund lock and dam maintenance and improvement programs necessary for the continued operation for safe and efficient commercial navigation on the US rivers and lakes.</p>